

## COMMUTERS' TRAINS TO BEGIN TO-MORROW

First Through Train to Hopewell Leaves Richmond at 5:15 o'clock.

**SCHEDULE IS ANNOUNCED**  
Commuters Secure Special Rate for Ten Tickets—C. & O. Puts on Twenty-Four New Mallet Engines for Mountain Work.

The Norfolk and Western and Atlantic Coast Line Railroads will place in operation to-morrow the commuters' trains to be operated through Richmond and Hopewell through Petersburg. The first train will leave this city to-morrow morning at 5:15 o'clock from the Byrd Street Station, and will make stops at South Richmond and Petersburg, arriving in the gunnison city at 6:30 o'clock, just in time for the operatives to return to work at the powder plant.

Three trains each way will be run daily by the railroads, the other two leaving this city at 1:15 and 5:15 o'clock. They will arrive in Hopewell one hour and fifteen minutes later, well before a shift goes to work. There will be no 1:15 train operated on Sundays, a change in the schedule making this train leave Richmond at 3:15 o'clock in the afternoon.

Commuters will secure the special rate of 75 cents a round trip only by buying a book of ten tickets for \$7.50. These tickets will be good for a period of fifteen days. The railroads are now considering running the train directly through Petersburg without stopping, believing that this plan would result if the stop is made.

Effective to-morrow, the Petersburg-Hopewell train that now leaves Petersburg at 9:45 o'clock in the morning will depart for the gunnison city at 9:20 o'clock, an advance in the schedule of twenty minutes. Business men of this city who have been accustomed to leave Richmond on the 9 o'clock train and make connections with the Hopewell train at Petersburg will have to use the train that leaves this city at 8:15 o'clock. The Hopewell train will not wait for the late train from Richmond.

Indications of an improvement in many respects in the relations between the railroads and their patrons are shown in the annual report of the Interstate Commerce Commission, just made public, according to the Interstate Commerce Commission, just made public. Not only has there been a large reduction in the number of complaints filed with the commission, but the report of indictments returned for violations of the interstate commerce laws shows that the railroads are more law-abiding than the shippers or the traveling public.

The improvement is manifested in the reduction of the number of controversies, which lead principally to the need of railway regulation. These controversies arose between the buyers and sellers of transportation over the rates to be paid by the buyer for the service rendered by the seller.

In the year ending October 31, 1915, there was a total of 964 formal complaints lodged with the commission against the railroads, a decrease of 196 as compared with the previous year. The proportion of indictments for violations of the law returned against carriers to those of shippers and passengers was less than ever before.

Twenty-four new Mallet-type engines have recently been put into commission on the mountain division of the Chesapeake and Ohio Railway. This type of engine, in use on that division, is said to represent a cost of \$30,000 to the system, and the engineers report them highly efficient for the handling of heavy trains over the mountains west of Clifton Forge.

Captain H. C. Quisenberry, Chesapeake and Ohio conductor, who has been ill at Grace Hospital, was reported yesterday as improving rapidly.

## STRONG ON FINANCES

Charlottesville Shows Marked Improvement in the Past Decade—Very Interesting Are Figures.

CHARLOTTESVILLE, VA., December 25.—Figures compiled by Frank M. Bunch, secretary of the Charlottesville Chamber of Commerce, indicate the healthy condition of this city's financial institutions and the marked increase and total resources and deposits at the present time, as compared with the years 1905 and 1910. On September 1, 1905, the deposits were \$222,045.92; resources, \$1,299,217.84. September, 1910, deposits, \$1,267,875.92; resources, \$1,878,651.72. September, 1915, deposits, \$3,290,959.65; resources, \$4,550,131.12.

## NEW GOVERNMENT IN JUAREZ

Oregon and Staff To-Day Probably Will Begin Work of Mustering Out Villa Forces.

EL PASO, TEXAS, December 25.—Foundation of a new civil government was laid to-day in Juarez, the recently surrendered Villa town across the border by the appointment of Manuel Prieto as Mayor. General Oregon and Calles conferred upon plans for a campaign against Zapatan the State of Morelos.

It is expected that to-morrow with the arrival of 3,000 troops given permission to-day to pass through the United States in Aguaprieta, General Oregon and his staff will begin active work of mustering out the Villa forces in Chihuahua.

## THREE KILLED BY TRAIN

Two Young Women and Young Man Walking Across Rails When Struck.

[Special to The Times-Dispatch.] CORNING, N. Y., December 25.—Marie McChesney, twenty years old, a school-teacher; Ethel McChesney, her sister, seventeen, and Benjamin Harrison, aged twenty-one, were killed by a freight train at Avoca to-day. They had just left an eastbound passenger train of the Delaware, Lackawanna and Western Railroad, and were walking across the rails when struck. The accident was not discovered until the freight train reached Bath, and Harrison's body was found on the engine pilot.

## FREIGHT TRAINS CRASH ON BLACKSTONE SIDING

One Man Killed, Two Seriously Injured and Others Are Shaken Up and Bruised.

**CARS SMASHED TO SPLINTERS**  
Charles R. Covington, of Lynchburg, Fireman, Is Caught Between Engine and Tender and Meets Death Instantly—Traffic Delayed.

BLACKSTONE, VA., December 25.—One person was killed, two seriously injured, and others badly shaken and bruised when two Norfolk and Western freight trains collided head-on at the eastern end of the local yards, one-half a mile east of here, at 6:20 o'clock this morning. Both freights were taking the siding for passenger trains going in opposite directions that were due to pass here about 6:20. The wreckage blocked the tracks, and traffic was delayed for several hours.

Charles R. Covington, of Lynchburg, fireman on the eastbound train, was caught between the engine and tender as he attempted to jump for safety and was instantly killed. He had been married about two months, and is survived by his young wife, Tom Davies, of Nottoway County, a brakeman, had his hand badly mangled. Huddleston, a fireman on the eastbound train, was badly cut about the head.

**OTHER MEMBERS OF CREWS SUFFER MINOR INJURIES**  
Other members of both train crews were thrown forward by the force of the impact, and most of them suffered injuries more or less severe. The injured men were treated by Dr. W. V. Atkins, the local Norfolk and Western Railway surgeon, who was summoned to the scene a few minutes after the wreck occurred.

The two engines were badly damaged, but neither left the track, although two or three cars close behind each were smashed to pieces, and wreckage was scattered across the main rails on each side of the siding. This caused the delay of the passenger trains.

The second section of No. 18, a fast through train from Cincinnati to Norfolk, due here about 5 o'clock, was late and did not arrive at Blackstone until after the crash. It was held up here until about 8:45 o'clock. A local passenger train from Crewe to Norfolk, which left Crewe at 6 o'clock, was held up here with the through train ahead of it. A westbound passenger, due through about 8 o'clock, was held up a mile east of town until about the same time.

The eastbound freight was in charge of Conductor Richard Sullivan, of Crewe. Engineer Vaughan, of this train, had taken the siding at a point several hundred yards west of where the wreck occurred. He had just reached a point on the siding where trains are held up on standing orders. He was proceeding at a rate of about five miles an hour, according to members of his crew.

Engineer Vaughan said that his fireman, Covington, and himself saw the approaching westbound freight about the same time. He said that he did not attempt to jump, but thinks that his fireman did, as Covington was caught between the tender and engine.

The westbound train was in charge of Conductor Andrew Drinkwater, of Crewe. S. C. Sullivan, the engineer on his train, is alleged to have passed a point where trains are ordered to stop on the siding until given instructions to proceed.

**MERCHANDISE CARS WERE SMASHED TO SPLINTERS**  
The wreck occurred at a dead end, and one coal car rolled down the embankment. Two or three cars carrying merchandise on the westbound freight were smashed to splinters.

The wreck train, sent here from Crewe, did not succeed in clearing away the wreckage until about 10 o'clock.

Covington's body was so tightly wedged between the engine and tender in a standing position that the wrecking crew was unable to release it until two or three hours after the crash. It was taken to a local undertaking establishment, where it was prepared for shipment to Lynchburg.

## YOUTH USES SPOTGUN TO TAKE HIS OWN LIFE

GORDONSVILLE, VA., December 25.—Albert Robert, aged about twenty-six years, son of Mrs. Charles Rheinlander, of this place, committed suicide this morning about 11:30 o'clock at the home of his father-in-law, Sam Gamaway, near town. Young Robert used a shotgun in committing the deed, placing the muzzle against his forehead and pressing the trigger with a stick. The whole top of his head was blown off. Beside his head, which was still in the trunk, was a letter addressed to his mother, young Robert is survived by one brother, Ernest, of Richmond, and a young wife.

## Rheumatism

Remarkable Home Cure Given by One Who Had It—He Wants Every Sufferer to Benefit.

Send No Money—Just Your Address.

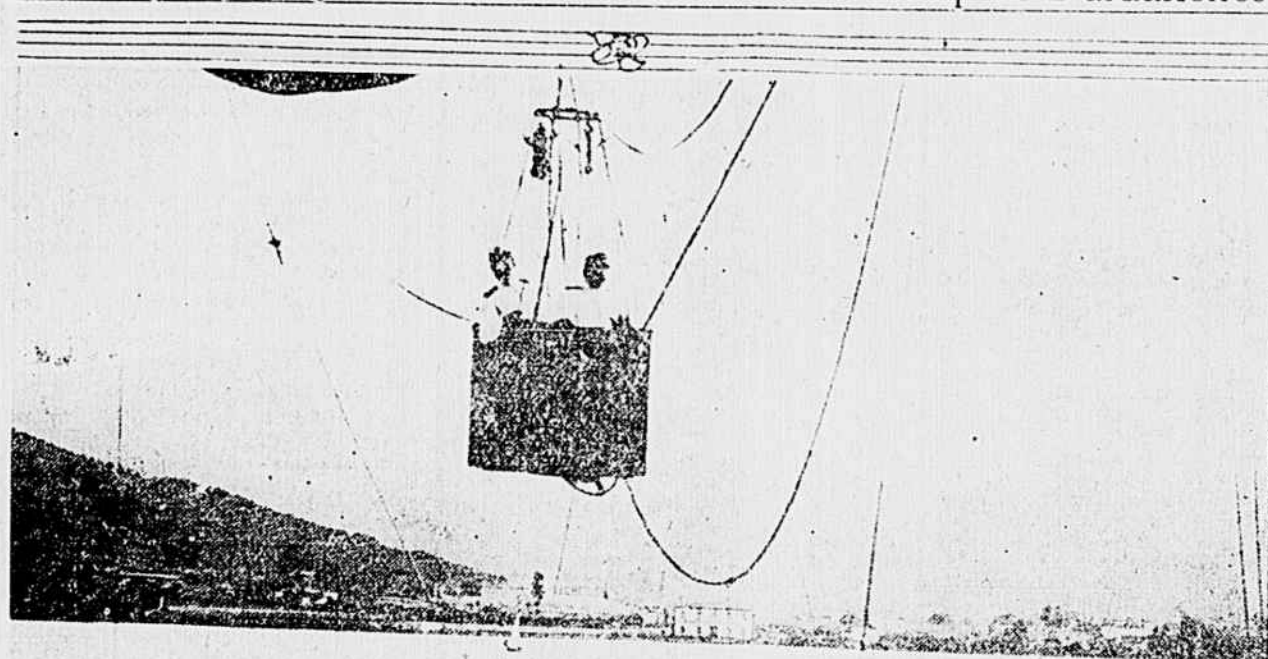
Years of awful suffering and misery have taught this man, Mark H. Jackson, of 322 Madison Avenue, New York, how terrible an enemy to human happiness rheumatism is, and how it can be cured. He has given his sympathy with all sufferers who are within its grasp. He wants every rheumatic sufferer to know how he was cured. Read what he says:

"In the spring of 1892 I was attacked by Muscular and Inflammatory Rheumatism. I suffered as only those who have it know, for over three years. I tried remedy after remedy, and doctor after doctor, but such relief as I received was only temporary. Finally, I found a remedy that cured me completely, and it has never returned. I have given it to a number who were terribly afflicted and even bedridden with Rheumatism, and it effected a cure in every case."

I want every sufferer from any form of rheumatic trouble to try this marvelous healing power. Don't send a cent; simply mail your name and address and I will send it free to you. After you have used it and it has proven itself to be that long-sought-for means of curing your Rheumatism, you may send the price of it, one dollar but, understand, I do not want your money unless you are perfectly satisfied to send it. Don't that fail? Why suffer any longer when positive relief is thus offered you? Don't delay. Write to-day.

MARK H. JACKSON, No. 962 B. Gurney Bldg., Syracuse, N. Y.

## Sending Up Captive Balloon From Italian Warship in Dardanelles



Captive balloons have been used in warfare for over a century, but the Italians have found a novel method of employing them for making observations of the movements of the enemy. These balloons are sent up from the Italian warships in the Dardanelles, and through out of reach of the Turk guns, the men in them are able to make all necessary observations.

**Schooner Is in Distress.**  
WILMINGTON, N. C., December 25.—The five-masted schooner Governor Brooks, bound from Buenos Aires for New York, reported late to-day that she is lying off Cape Fear Bar with her rudder-head sprung. Tugs will go out to-morrow to tow her into port for repairs. While the weather is reported today somewhat rough, the vessel is not considered in any immediate danger.

Store Open Daily Until 6 P. M.

# Miller & Rhoads

"The Shopping Center"

Special Mid-Winter Offer:

## Women's Sorosis Shoes

at \$3.85 a pair

A Shoe event EXTRAORDINARY! It comprises four of this winter's very smartest Boot styles. They are models suitable for street and dress wear, and have all the lines and grace which give beauty and contour of the feet and comfort to the wearer.

Come to Miller & Rhoads, to the Sorosis Shoe Department, as soon as possible. We want all our patrons to share in these remarkable offerings. In all our Shoe experience we have never seen better values in women's footwear.

The four cuts exactly illustrate the popular models on sale.

**Patent Button Boots**  
Plain toe, cloth top, leather Cuban heel. Regular price, \$5.00.

**Mid-Winter Sale**  
Price \$3.85 pr.  
Style A F 3

**Patent Cloth Top Boots**  
Patent cloth top, button, new Louis Cuban heel, medium sole. Regular price, \$5.00.

**Mid-Winter Sale**  
Price \$3.85 pr.  
Style A F 8

**Dull and Patent Boots**  
With kid tops, welt soles, medium Cuban heels. Regular price, \$5.00.

**Mid-Winter Sale**  
Price \$3.85 pr.  
Style A F 6

**Kid Lace and Button Boots**  
With mat kid tops, light welt soles, Cuban heels. Universally good styles for women who do not care for patent leather. Regular price, \$5.00.

**Winter Sale**  
Price \$3.85 pr.  
Style A F 5

## MOVEMENT TO FORM NEW POLITICAL PARTY

Discontent in Parliament Plan Condition and Meet With Large Measure of Success.

LONDON, December 25.—A movement toward forming a new political party, known as the National has been initiated by Sir Arthur Markham, with the object as his critics assert, of opposing the present coalition government. In the leadership of the new party are associated the names of the principal discontents in Parliament, including Sir Edward Carson, Lord Charles Beresford and Sir Henry Dalziel. But the movement seems to have been made before the plans of the founders were ripe, and no serious support has been given to the movement by any section of the press, while most of the papers are trying to kill it with ridicule. There was also an effort to laugh it out of Parliament.

A letter from Markham, which is taken as a manifesto of the new party, has appeared in one of the leading conservative papers of London. No definite constructive policy is worked out, but a great deal of fault is found with the working of the coalition government. Markham himself has been a strong critic of the government, and he has made no speeches that have been widely quoted or commented upon. He is a coal and iron magnate, and, while representing a liberal constituency, he is popularly considered the leader of the big-business element. As for the

other discontents, Carson is known as a fighter of forceful personality, but he is an advocate, rather than an organizer of later resistance during the home-rule campaign. Dalziel is a severe critic, but one of the papers points out that in blaming the government for its mistakes he always displays his wisdom after the event. Lord Beresford has the name of being a red-hot partisan of whatever cause he espouses, rather than a cool, analytical statesman.

Some other discontents in the House of Commons, mainly Liberals, are mentioned in connection with the movement, as well as the extreme Ulsterites and the conservationists. In the upper made before the plans of the founders were ripe, and no serious support has been given to the movement by any section of the press, while most of the papers are trying to kill it with ridicule. There was also an effort to laugh it out of Parliament.

So far as it has a definite platform, the new party may be said to advocate conservation, protection, antihome rule and the disposition of Mr. Asquith as Premier.

**Eastham—Not here.**  
HARRISONBURG, VA., December 25.—Robert L. Eastham, son of Mr. and Mrs. G. H. Eastham, of Harrisonburg, and Miss Caroline Lewis McClure, daughter of Mr. and Mrs. Charles Doresey McClure, of Greensboro, Augusta County, were married yesterday at Bethel Presbyterian Church, near Greenville. A reception was held, the guests including Lieutenant Kenia Eastham, United States Army, and Mrs. Eastham, of Fort Ethan Allen, Vermont.

Store Open Daily Until 6 P. M.

# Miller & Rhoads

"The Shopping Center"

## Beautiful Frocks

--For Evenings!  
--For Social Events!

Society columns prophesy many important social functions for this winter. And then there are the numerous holiday dances, parties, etc., that come and go unheralded, but which are none the less enjoyable.

Young women who are to grace these occasions—those who anticipate being right in the midst of the social vortex—will need pretty costumes galore!

To-morrow morning we will especially feature Smart Evening Frocks at three very attractive prices—

**\$15, \$19.75, \$32.50**

Included in each of these groups are some of the most fascinating models, together with many of the most excellent values, we've yet exhibited.

The assortment to select from is quite large, fully meeting every varying requirement in Frocks of such dainty materials as taffeta, satin, net, crepe; also Georgette and taffeta combinations, portraying such shades as helio, light blue, pink, green, corn, maize, red, white and black. Women's and Misses Sizes.

Second Floor.

## GOOD CHEER

For the New Year Is Announced From

# The Millinery Department

Seems odd, doesn't it, that one can wear A FLOWER-TRIMMED OR FOLIAGE HAT right now? But, as a matter of fact, there really is nothing "odd" about it.

For the smartly gowned and particular woman invariably desires something distinctively DIFFERENT, and that is what we're showing for present wear in HATS!

And we appreciate the fact that you are just as keen to have the price low as to have the style right! Therefore, our showing of early Spring Hats are priced \$5.00, \$7.50 and \$10.00.

Second Floor.